

## Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00

SSO-00 INRE-00 L-03 ITC-01 TRSE-00 /035 W

-----101940Z 024063 /43

O 101910Z JUN 77

FM AMEMBASSY LONDON

TO SECSTATE WASHDC IMMEDIATE 4918

C O N F I D E N T I A L LONDON 09621

FOR E

PASS DOT (DAVENPORT, KAMM), CAB (KAHN, RODRIGUEZ),

WHITE HOUSE (JOHNSTON)

E.O. 11652:GDS

TAGS: EAIR, UK

SUBJECT: US-UK CIVAIR NEGOTIATIONS: REPORT ON JUNE 10

1. WORKING GROUP MET AM, PM JUNE 10. AT START OF MORNING SESSION, SHOVELTON INDICATED THAT CAPACITY WAS NOW NUMBER 1 UK CONCERN. BOYD RESPONDED THAT USDEL WAS AWAITING NEW DRAFT CAPACITY ANNEX FROM WASHINGTON.

2. BOYD REITERATED US REQUEST FOR 5TH FREEDOM RIGHTS BETWEEN LONDON AND SAUDI ARABIA, AND BETWEEN HONG KONG AND SINGAPORE, INDONESIA, AND MALAYSIA. SHOVELTON ASKED BOYD TO RANK POINTS IN ORDER OF DESIRABILITY; SUGGESTED 1. SAUDI ARABIA, 2. SINGAPORE, 3. INDONESIA/ MALAYSIA. BOYD SAID HE WOULD RESPOND LATER.

3. SHOVELTON AGAIN RAISED ISSUE OF SEATTLE AS EXCLUSIVE US POINT, ASKED WHETHER UK COULD BE GIVEN EXCLUSIVE RIGHTS TO SERVE ANOTHER US POINT, FOR EXAMPLE, DETROIT. IF THE US WERE TO CONCEDE DETROIT, THEN UK WOULD LOOK LESS UNHAPPILY ON SEATTLE SITUATION. BOYD WAS NONCOM-  
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MITTAL IN RESPONDING.

4. WITH REGARD TO EARLIER UK REQUEST TO REVIEW WHETHER DOUBLE DESIGNATION AT LA COULD BE HELD OFF FOR THREE YEARS, BOYD STATED THERE WAS NO CHANCE WE COULD DO THAT.

5. BOYD RAISED ISSUE OF COUNTRY VERSUS POINT DESIGNA-

TION OF INTERMEDIATE AND BEYOND RIGHTS, SAID US PREPARED TO DISCUSS THIS, BUT WAS UNLIKELY TO CHANGE IN ITS SUPPORT OF COUNTRY DESIGNATION. SHOVELTON THOUGHT UK WAS ASKING FOR "OPTICS" AND NOT FOR ANYTHING REAL.

6. US PRESENTED AN OUTLINE OF THE PROPOSED AGREEMENT (US 49), TARIFF ANNEX (US 7, REVISION 1) AND PROPOSED SIDE LETTER ON TARIFF ANNEX (US 53).

7. SHOVELTON PRESSED USDEL FOR DISCUSSION OF WINTER 77/78 SCHEDULES. HE STATED THAT IT SEEMED AS IF BOTH US AIRLINES WERE PLANNING TO CONTINUE TO OPERATE

THIS ISSUE, IF DECIDED IN A NEW BILATERAL, WOULD PROBABLY HAVE TO BE HANDLED BY CAB IN TRANSATLANTIC ROUTE PROCEEDING.

8. IN AFTERNOON SESSION, UK PRESENTED A CHARTER LINK PAPER (UK 58). UK REVIEWED PAPER, AND STATED THAT PROGRESS WAS DIFFICULT IN MULTILATERAL ENVIRONMENT OF ECAC, AND THAT UK HAD TO LEAD ECAC SLOWLY. UKDEL NOTED THAT IF UK GAVE ECAC FORMAL NOTICE OF WITHDRAWAL FROM THEIR 1975 AGREEMENT, THEN "ECAC WOULD FALL APART AND WE WOULD HAVE THE FOREIGN OFFICE DOWN OUR NECKS". UKDEL CONCLUDED DISCUSSION BY SAYING THAT IT WOULD IN END NOT BE WILLING TO GO "MUCH" BEYOND THEIR EARLIER CHARTER LINK DRAFT ARTICLE UK 44.

9. DISCUSSION CONTINUED WITH SOME CHANGES IN WORDING  
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SUGGESTED BY UK IN THE TARIFF ANNEX (US 7) AND THE ACCOMPANYING SIDE LETTER ON TARIFFS (US 53).

10. FINAL TOPIC WAS WINTER 1977/78 CAPACITY AND LOAD FACTOR ESTIMATES MADE BY UKDEL. UK EXPRESSED CONCERN THAT SEAT FACTORS RANGING FROM 40 PERCENT TO 60 PERCENT SEEMED TO BE ON LOW SIDE. UK OFFERED TO GIVE USDEL PROPOSED BA SCHEDULES, BUT BOYD DECLINED. USDEL HAS RESISTED DISCUSSING WINTER 77/78 CAPACITY UNTIL FORM OF FINAL CAPACITY ANNEX HAS BEEN AGREED.

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## Message Attributes

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**Review Markings:**  
Margaret P. Grafeld  
Declassified/Released  
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22 May 2009  
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